

made to avoid and minimize direct impacts to parks, wetlands and other resources. These alignment iterations were not reevaluated because the affected environment directly impacted by the Tollroad/Freeway Alternative did not change substantially since the 1996 FEIS as discussed in Chapter 2. Therefore, no new environmental issues were identified to warrant reconsideration of the multiple alignment iterations.

Refer to [1996 FEIS, Chapter 3](#) for further description of the Alternatives considered in the 1996 FEIS but not carried forward to the SFEIS. The Mass Transit, Tollroad/Freeway and No-Action Alternatives carried over from the 1996 FEIS are discussed below. Specifics on the five Alternatives evaluated in this SFEIS are as follows.

### 3.2.1 No-Action Alternative

The No-Action Alternative represents the transportation system expected to be in place by 2020 without the Transportation System Improvement and provides a basis for evaluating the Build Alternatives.

The No-Action combined the existing roadway network with the transit and TSM improvements recommended in the 2020 RTP plus the baseline roadway improvements. Baseline roadway improvements consisted of roadway improvements not assumed to be built in the 2020 RTP but anticipated by IDOT and Will County officials to be constructed by year 2020. Exhibit 3-1 identifies the roadway projects comprising the baseline roadway improvements. Note that the 135<sup>th</sup> Street and Will Cook Road projects were completed since establishing the group of baseline roadway improvements, IDOT and Will County transportation officials reviewed projects in county plans and the Transportation Improvement Plan (TIP). The projects



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